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If our friends who favor us with manuscripts for publication with to have rejected articles returned they must in all cases send stamps for that purpose

Our news columns describe the desperate fight which raged around Santiago all day Friday and left the Americans in a position commanding the city. The bitter struggles which ended in the capture of E Caney and Aguadores, and the terrible and triumphant charge up the hill of San Juan carry men's minds back to the heights of Gettysburg, and the three days' battle which began there thirty-five years ago Friday. The valor of the soldiers at Santiago equalled that of their prede cessors, and the Spaniards, with every advantage of position and acting on the defensive, also fought like men. The American loss seems to have been very heavy. New York has a great share in the glory and the sorrow. The Seventy-first New York showed a splendid courage, and the rough riders and the Tenth Cavalry again did memorable deeds. Santiago will probably be in the hands of the Amer-Icana to-day if it was not vesterday. A victory has been won at a high but inevitable price. The Americans at Santiago have fought with a steady valor which makes every American prouder of the name. Of those who have fallen, "Glorious the doom and beautiful the lot."

#### Manila and Santiago.

Manila is nearer the equatorial sun than Cuba. We shall soon have there a greater army than SHAFTER's at Santiago. It is thousands of miles further away from San Francisco than Cuba, or even Hampton Roads or New York, is from Key West, Yet a number of United States Senators, by resisting the annexation bill, are deliberately preventing the United States from establishing a base of supplies far out in the Pacific Ocean, from which American aid would be nearer to DEWEY and MERRITT by 2,000 miles than it is to-day.

Some of these Senators are blockading the road with brazen frankness. Others are secretly hoping that the annextion movement will be checked without their becoming involved in it. They all doubtless hope, like charitable men, that MERRITT's men will not be shot like SHAFTER's, and that there will go up from Manila no sorrowful and hurried appeal for supplies or reinforce ments.

Under the circumstances, the attitude of the statesmen engaged in formally amplifying a debate long ago exhausted of argument must be called heartless, and blind beyond belief. Under certain other circumstances it would be called revolution, o treachery to the Government and its soldiers plunged in war.

## The Germans at Manila.

According to the latest advices there are five German warships in the harbor of Manlla, and there are two others in Chinese waters, which, it is said, are under orders to reinforce the squadron. That is to say, there either are now, or soon will be, at least as many German war vessels at that point as there are German mercantile houses doing business in the Philippines. What is the meaning of this demonstration? The German sojourners in Manila are in no danger as long as the Spaniards control that is said that the chief of the in surgents, Aguinaldo, has promised to defer further aggressive operations until Admiral Dewey has a sufficient land force at his disposal to demand a surrender of the place, and, subsequently, to maintain law and order therein. Under the circumstances, Admiral DEWRY is not likely to authorize a debarkation of German sailors and soldiers for the ostensible purpose of protecting German residents. That a debarkation would be made on such a pretext against the wishes of Admiral Dewey we are still inclined to doubt for reasons which seem to deserve much weight.

The occupation of a part or the whole of Manila by German naval and military forces at a time when the Spaniards wer still, to all appearances, able to protect the town, would be a flagrant interposition on behalf of Spain for the purpose of cutting us off from the just fruits of the victory gained by Admiral Dewey at Cawité. It could not be construed otherwise than as an act of war, and it would be DEWEY's duty to treat the intermeddlers as enemies. We do not believe that Emperor WILLIAM II, can have authorized such an interference. We have the strongest assurances from the German Ambassador at Washington and from the American Ambassador at Berlin that he has no intention of the kind. To suppose that, in the face of such assurances, the Emperor would permit his representatives in the Far East to embroil him irrevocably in a quarrel with the United States is to assume that he is sure of support from Russia or France, or both, and that he is equally certain that we, for our part, could not count upon the countervalling assistance either of Great Britain or of Japan. Both of these as sumptions are inadmissible. We do not, a moment, deem it credible that Czar should have sent as his first 6, Chassador to the United States so amplished a diplomat as is Count Cas-

and that this happily chosen represen-Wal would have given President McKinsurances of fidelity to the bonds of amity by which the two countries have been traditionally linked, if it was at the same time Russia's design to connive at a treacherous attempt by another European power to rob us of our conquests in the Philippines, and to reap where it has not

Even if such a hypothesis were credible, which we will not for a moment acknowledge, we cannot believe that the French republic, under the Radical Government headed by M. Brisson, would be capable of collu sion in such a perfidious act. Confronted with the demand that they should assist their traditional enemy to defraud a sister republic, we are convinced that the stanchest friends of a Republican régime in France would say to the Csar's mistaken advisers, "Thus far have we followed you, but we go no further." To suppose that WILLIAM II.

would intervene between us and Spain without an explicit or tacit understanding that he would be aided by Russia or France is to take for granted that, in a fit of Quixotism or dementia, he is willing to risk the prestige which his father, WILLIAM I., and BISMARCE labored so patiently and so successfully to create for the German empire. For WILLIAM IL should understand-and if he does not be is misinformed—that we should not, for a moment, quall at the prospect of a contest with the German empire single handed. The war fleet which we have in Cuban waters is quite competent to protect our coasts, and to cope with any naval force which Germany could despatch for the purpose of convoying transports across the Atlantic. It is probable that no German soldiers could get across the sea, and, if they did, we would give them what HARoun of England gave HAROLD the Norseman, just enough ground to bury them. We dismiss, therefore, as ridiculous the action that there is anything to fear in the presence of German warships at Manila, provided WILLIAM IL has no promise of support from Russia and France, and we do not, for an instant, credit the existence

of such a promise.

Suppose, however, that in spite of all the data known to us, and of all reasonable deductions from them, Germany has, as a matter of fact, cause to rely upon the ultimate support of Russia and France, and consequently means to try to rob us of the Philippines? Does it follow that we should be friendless and have to face alone such s formidable coalition? The Ministry, which has fust taken office at Tokio, is one vehemently resentful of the compulsory revision of the Shimonoseki Treaty and of the subsequent encreachments made by Germany and Russia upon the mainland of China. That Ministry, which herein represents the instinct of the Japanese people and their national sense of self-preservation, would infinitely prefer to see the Philippines occupied by the United States rather than by Germany. If England's cooperation could be gained, an An glo-American coalition with Japan would be assured of an immense naval preponder ance in the Far East, and the Japanese, with their land forces, would gladly under take to exterminate the last German at Kiao Chou and the last Russian at Port Arthur. Unless we have misinterpreted the whole attitude of England toward the United States, since it became unmistaka ble that English and American Interests in the Far East were identical, England could not fail to throw her ironclads into our side of the scale. From that moment we should witness a naval war, such as was never yet seen upon the globe, and, when we consider the immense advantages possessed by England in respect to coaling stations, we cannot doubt that the alliance between the United States, England, and Japan would prove too strong for its opponents. The probable outcome of the contest would be the impoverishment and humiliation of Russia France, and Germany, and their loss of

Let us, therefore, possess our souls in patience when we hear of German warships at Manila. N'y touche-Don't touch itis, under the circumstances, a good maxim for the German Admiral; while, as for DEWEY, he may say with confidence, J'y suis, j'y reste—Here I am ; here I remain

every colony that could be reached by sea.

## Democratic Declarations.

The State Convention of the Maine Demo crats, on Thursday, wheeled into position in line with the Democrats of all the other States which, thus far, have held conven tions this year. The Maine platform gives "an unqualified indorsement of the prin ciples of the Chicago platform," following the example of the Democratic conventions generally. It is true that in Pennsylvania there was no such formal "indorsement," but the convention was completely in the control of the Bryanite element, the candi date for Governor nominated had supported the Chicago platform and candidates with his voice and his vote, and its silence repolitical strategy.

The Democratic State conventions have been uniformly Bryanite; but in their references to the war in which our soldiers and sailors are now struggling so gallantly and so gloriously, there has been no other declaration on the subject so mealy-mouthed and equivocal as this by the Maine Demo crats on Thursday:

"While we deprecate the horrors of war, it is not the duty of all to give their aid and support in order to bring to a successful termination the present con flict, and we, the Democracy of Maine, do hereb pledge our cordial support to all such measures as are necessary to accomplish the purpose for which this war was instituted."

The inference from this language is that the Maine Democrats support the war simply as a "duty," an obligation, now that their country is engaged in it. Actually, however, the great body of Maine Democrats and of all Democrats in every State do far more than that. They are Americans and they are patriots and they give their hearty and unreserved support to a war which is waged by their country in pursuance of Democratic principles and for the extension of them, and which is bringing to them and to the nation new honor and glory and power. Neither do patriotic Democrats nor any other loval Americans give their cordial support only to "such measures as are necessary to accomplish the purpose for this which war was instituted." They give their cordial support to every measure requisite to bring the war to a triumphant conclusion by whipping Spain. They are not splitting straws over the purpose for which this war was instituted." The only purpose they recognize is the defeat of Spain, with all such resulting advantages to America as may be desirable and securable. They do not intend that our expenditure of blood and treasure shall be cheated of its due recompense by

which the war was instituted. The consequences which are to come from a war can never be foreseen; they can never be restricted by any such conception of purpose formed in advance. They shape themselves without reference to it.

any narrow definition of the purpose for

# On Camara's Track.

The possible utilization of Commodor WATSON'S SQUADON for pursuing CAMARA and reinforcing DEWEY has loomed up very fast within two or three days. So great, indeed, has this project grown that some naval officers believe it will be no longer as auxiliary or alternative employ ment of our squadron, but its certain and principal use. As to that, however, much may depend on events.

A stern chase is a long one, and if Commodore Warson, after collecting and fitting out his forces, should find the whole breadth of the Atlantic and the whole length of the Mediterranean and the Red

could not expect to reach Manila until weeks after the latter. But the theory of the new move is that DEWEY, who will by that time be master of the city as well as the harbor, can certainly keep out Camana, and, with the aid of his mines and shore batteries, destroy the latter's squadron if it persists in trying to retake the place.

The purpose of Commodore WATSON, then, would not be to save Manila, which will presumably be in no danger, but to capture or destroy Camana's fleet. It is an application of the old principle that the true objective is usually the enemy's army or navy, as the case may be. But Admiral DEWEY, while certain of holding his own ground, might not be quite able to follow and defeat CAMARA wherever the latter might go, because our only armored ships, the Monterey and Monadnock, are slow monitors, not intended for aggressive cruising service like that which can be per formed by the Iowa and Oregon.

The truth is that the campaign in Asiatic waters, which at first was regarded as only cooperative and subordinate, has now de veloped into great importance. The Philippines, the Sulus, the Pellews, the Ladrones, and the Carolines are worthy of our best efforts to capture and keep them. Any doubts as to whether the German or other Europeans may complicate matters for us can only stimulate us to fresh exertions. We are not disposed to have Admiral Camara establishing himself at Iloilo, or elsewhere, and claiming for Spain there a possession like that of Dewey at Manila. We must wipe out all semblance of Spanish authority in the Pacific, and that can only be done when Camana's fleet, should it go there, is captured or destroyed.

Such are the considerations that have caused the pursuit of CAMARA to come to the front, of late, as a leading use for Commodore Warson's command. We have nothing left in the Pacific with which to reinforce Admiral DEWRY except the cruiser Philadelphia and the gunboats Yorktown and Bennington, all unarmored; hence the Atlantic is the source of supply. The route through the Suez Canal offers the chance of doing enormous damage to Spain on the route without undue detention. If DEWEY should dispose of CAMARA meantime, Warson could continue to ravage the Spanish coast,

CAMARA will not be allowed to reës tablish Spain's flag at points in the Philippines and other islands where DEWEY, with his slow monitors, might have trouble in following him; nor will he be allowed to prey on American commerce in the Pacific. He will be followed around the globe, if necessary, and overhauled. This, at least, is the plan that now suggests itself, subject to the modification of events. Indeed, with the Gulf and the Atlantic ours, so far as Spain is concerned, we may soon be free to supplement Warson's squadron with Sonley's, leaving the latter to ravage the Spanish coasts, while the former hurries eastward after CAMARA.

#### Cassandra Bate.

Senator BATE of Tennessee was born at Castalian Spring, and poetry comes natural to him. He is much stronger in poetry than in history, as he showed in the Senate Friday when he asserted that the annexation of Hawaii was "an innovation on all the precedents known to the history of the country." Evidently Mr. BATE makes his history to suit himself, and doesn't bother his head about that written by other men.

He redeemed himself, however, in this same speech, by his poetry. "The vote that will be cast for the joint resolution," he said, "will be the knell of Republican ism." [We don't know whether he meant to use a capital or a lower case r, whether the r meant republican self-government or the Republican party. Either form is creditable to his imagination.] "But it will be done. War times will cause it to be done, but wee to those by whom it will be done It will be perhaps-although I hope notthe tick if not the crack of doom."

So raileth Cassandra Bate, stretching his ears to catch the sound of ticks and BATE is right in saying that the act of annexation will be done. He is wrong in his allotment of woe.

The woe is going to come to the opponents of annexation. Any cracks that may be heard will be found to be caused by the settling of the Democratic party.

# Moslem Revolt in Central Asia.

Nothing more aptly illustrates the want confidence between British and Russian officials in Asia than the statement in a Russian paper that the recent rising in Ferghana was the work of Anglo-Indian intrigue. Proclamations calling on the Mussulmans to rise against the Russian Government are said to have been put about in the name of the Sultan of Turkey and hired agitators sent through the country to preach a holy war. How much truth, if any, there is in these accusations would be very difficult to discover, but the fact that they are made and believed is the important thing about them. In the same way there is a universal belief in Anglo-Indian circles that every trouble or rising on the Indian frontier is due to that bugbear of the Indian Administration, Russian intrigue. With such rooted distrust of each other prevailing, it is not to be wondered at that the relations between the two Governments are frequently strained nearly to the breaking point.

The reports that have appeared so far about the Ferghans rising point rather to an over-confidence on the part of the Rus sian Administration than to any very elaborate organization or strength on the part of the conspirators. Persons who have ived among them describe the people of that part of Asia, particularly the Sarts, who are a mixed Persian-Chinese race, as given over to every sensual vice and wanting in physical courage. The fact that for several years past Mussulman fanatics, said to have come from India, have been preaching a holy war against the Russian Government without producing any serious movement would seem to show that the fanaticism of the people was not very deep. That the Russian authorities thought so was indicated by their treating the incendiary preachers with comparative leniency. It was this, perhaps, that emboldened the agitators and led to the late rising. Now, however, that the matter has come to a head, the Hussian authorities should have little difficulty in suppressing the revolt.

Whether the Sultan had any part in the affair cannot of course be established, but it is quite conceivable that he should be pleased to see the two countries he most fears at war in distant Asia. There is not the same reason, however, for believing that he would consciously allow his name to be used in connection with an anti-Russian propaganda in Ferghana, See between him and Camana's fleet, he where his personal influence and au-

thority are of very little account. If any religious influence was at the bottom of this central Asian movement at all, it is more likely to have come from Mecca than from Constantinople, for the reason that anything instigated from Constantinople would be for dynastic reasons and not religious. The present relations between the Czar and the Sultan preclude the idea that the latter would sanction the use of his name in an agitation against the former; the presumption, therefore, is that the origin of the Ferghana rising was purely local and due to the carelesaness of the Russian Administration. The completion of the railroad from Samarkand to Khojent, Khokand, Marghilan and Andijan, where the rising took place, will soon render any similar movement impossible. Meantime the Sultan himself is again troubled with a rising in Yemen, in Arabia, where the exactions of his officials have stirred up Turk-hating Arabs to revolt and to blockade the civil Governor in his capital at Sana. At Constantinople it is said that the insurrections In that part of Arabia are due to the proximity of the British settlement of Aden.

## The Cubans with Shafter.

A gratifying feature of the current operations against Santiago has been the valuable aid rendered by GARCIA's forces. It began with information of vital importance regarding the topography of the region, its roads, the obstacles to be overcome, the strength and position of the Spanish forces and other details. It was continued by the services rendered in covering the landing of our troops We had, it is true, the fire of the fleet to aid that movement, but the insurgents were busy further back from the shore. Finally, the scouting and skirmishing of the Cubans have since been of a high order, not only on the flanks and front of our army, but along distant roads over which reinforcements might come to LINARES, or by which he might retreat.

Our recent despatches from Santiago have thrown light on this subject. "The method of the Cubans in picketing the advance of the army," says our account, "is exciting great admiration among all the American officers and troops. These ragged, half-starved insurgents, in the harassing undergrowth and almost impassable defiles, have not left a single footpath or knoll unguarded. They sit on one knee, crouched over, with their guns at half-cock, for hours at a time, watching most patiently every wave of the grass or movement of the trees," that might indicate an enemy's approach. Our troops, adds this correspondent, could not have done this work half as well, because they would not have known the lay of the land and the Spanish methods in war. The zeal and the skill with which the Cubans are cooperating with us help us to understand how they resisted for three

years the great Spanish army. Far fewer in numbers, ill supplied with arms and equipments, often having even inadequate clothes and food, they could carry on only guerrilla operations, a few scores or hundreds being together in any one fight Now, with arms and food supplied by us, we find them massed under GARCIA, RABI. DEMETRIO CASTILLO, and other officers, in considerable force.

The Santiago campaign has given us higher ideas of the Cuban patriots as soldiers in the field.

## Turbinia,

The Turbinia, the fastest boat yet built, is more fully and instructively described in another column of this morning's SUN than she has been before, through the medium of McClure's Magazine. The picture of the turbine itself that drives this most marvellous of craft may leave the minds of the uninitiated still somewhat puzzled, but a little thought will make all clear. The thousand diminutive featherlike blades, which make the cylinder appear like a sandpapered porcupine, are merely a multiplication of the child's four-bladed whirligig, turned by running it against the wind. Replace the air travelling at the rate of a child's dog trot with steam, which travels at the rate of nearly 1,000 feet a second, and the turbine, at the other end of whose shaft is the propeller. will turn 2,500 times a minute. This it will do without imparting a tremor to the vessel, for the reason that the machine's moving parts, instead of rising, stopping, and falling, they all whirl in perfect balance with unvarying speed.

Mr. Parsons, the inventor, hopes to ap ply the steam turbine to many other purposes than that of driving torpedo boats, THE SUN of May 1 told how Lord KELVIN. testifying in behalf of Mr. Parsons's application for the extension of his patents, which was granted, declared that this was the first practical steam turbine, and that

it might expect a great future. Mr. PARSONS sees no difficulty about using the turbine for ocean steamers; and here his figures become very startling. For a 50-knot steamer the chief obstacle on the Atlantic will not be the effort to attain the necessary power, but the consumption of coal required to drive her at that rate for a voyage as long as the Atlantic is wide. Two thousand tons of coal a day will run a 600-foot steamer forty knots, or forty-six miles an hour; but burning that amount daily will make her touch at some port for coal every day or two. Such a boat will be practicable for the Mediterranean. Fifteen hundred tons of coal a day will run a 15,000-ton steamer from Sandy Hook to Roche's Point at thirty knots, which would make the voyage three days, or, expressed in coal, 4,500 tons; a possible load.

But for short distances, like the ferries between New York and Staten Island, or Sandy Hook, or any of the thousand summer places within business distance of New York-the railroads had better look to themselves.

# We can scarcely see the American market, uch less get into it.—Teronic Giobs.

The way is straight and easy. Join the American Union and you will enter a vale of pros-perity such as even NaroLEON didn't dream of when he invited his legious to follow him down

The National Reorganization Committee of the Middle-of-the-Roaders has called a na tional convention to meet at Cincinnati Sept. 5 to nominate candidates for President and Vice-President and furnish specifications for the campaigns of 1898, 1899, and 1900. Some peopie are glad to get a chance to take time by the forelock; these Middle-of-the Roaders want the whole scalp. But they are wise to gather roses while they may. Populists may be rare, if not valuable, by 1900.

Boston's municipal brass band, Josian QUINCY leader, is blowing and marching bravely on. Municipal music is a great thing. Hereafter ergan grinders and pipers and hurdy-gurdy men must pass an examination before the Boston Music Commission in order to get a licease,

to practice their profession in public. Street-car gongs and junkmen's bells are to be tested and tuned by the same authorities. After Sept. 1 only whistlers who have received a certificate of proficiency will be allowed to display their vocal puckerings. Old clo' men, pineapple men bones, bottles and book men, clam men, "buy-alob" men and so on will have to alter their cries to satisfy the Music Commission or forever hold their peace. Henceforth Bostonian music will arise only with a licensed swell.

As if the thermometer didn't promise to be in high spirits enough at Camp Alger on the Fourth, the Hon, ROWLAND BLENNERHASSETT MAHANY of the Eric Reservation is going to add to the tortures of the day by speaking a piece to the soldiers there. There are hardships vorse than those of war.

## THE UNION JACK.

An Explanation of All Its Varieties

TO THE EDITOR OF THE SUN-Sir: Mr. Jack" of Providence, R. I., has contributed a collection of inaccuracies to your columns in his letter on British flags, printed in yesterday's SUN. Since the British flag has become popular in this country lately, it might be as well for Americans to know, as no doubt many do, that the national flag of Great Britain is the Union Jack and not the red ensign commonly displayed here. The Union Jack, bearing the crosses of St. George, St. Andrew and St. Patrick, in red and white, on a blue ground, is the flag flown over a British fort or over the land property of Great Britain, The Union Jack, with a border, is also carried in the bows of a British man-of-war, and with a broad white bor der is the pilot fing hoisted by a British ship in

Aside from the Union Jack and the royal standard there are three British flags, or ensigns, in general use—the white ensign, the blue ensign, and the red ensign. The white ensign has the Union Jack in the upper left-hand quarter of a white field, and the St. George's cross in red crosses the field. As Mr. "Jack" mays, this is a particularly besutiful flag. Its use is confined to British warships and to a few specially priviled British yachts. The blue ensign has the Union Jack on a blue field with no cross; the blue ensign is the roval naval reserve emblem, and significe that the Captain of the ship which flee it and aspecified number of his men are members of that body. The red ensign is the merchant shipping flag, and is used by all shipping of British registry. For that reason it is often taken, by those unfamiliar with the different ensigns and the Union Jack proper, to be the national flag of Great Britain, which it is not. signs, in general use-the white ensign, the blue

be she national flag of Great Britain, which it is not.

It might be worth while to point out something that few have probably observed, except those connected with British military and nautical affairs. The Union Jack is the most difficult flag in the world to make correctly. The casual observer would say that the stripes forming the crosses are all symmetrical in width, but the careful observer will notice that they are not; the width of the white diagonal stripes varies it each half of the flag. The width of all the stripes forming the various crosses must be in certain definite proportions to produce a correct Union Jack, and this is carried out usually only by the professional English flagmaker. Over here the flag is generally made wrong, and when the red ensign with an incorrect jack is hung out it is anything but "the proper thing." Mr. "Jack" of Providence not withstanding, the Union Jack of Old England is in no way lacking in significance and is the proper equivalent of "Old Glory" as a national flag.

New York, June 27.

#### H. L. W. NEW YORK, June 27. CONSIDERED HISTORICALLY.

TO THE EDITOR OF THE SUN-Sir! I take it that your correspondent Jack, writing from Providence, R. I., about the "English flag." which he also calls the "English ensign," means neither the "English flag," which is a thing ex-clusively of the past, nor the "English ensign," which never existed, but one of the three British ensigns.

When Great Britain assumes control of a ter ritory-as, for instance, she did of Cyprus in 1878-her representative signifies the fact by ben and there holsting the British flag, which s also called the Union Jack, and not any of the three British ensigns. When a British courtmartial is beld, the table at which the court sits is covered with the British flag, not an ensign, When a British soldier, or sailor of the Royal Navy, is buried, his coffin is covered with the British flag, not an ensign.

What is the British flag, and why is it also

National flags first appeared in Europe with the Crusades. Richard I., Cœur de Lion, on his way to the Holy Land, in 1190, stopped at Genoa, took a fancy to the flag of that republic, and adopted it as the national flag of England. The Genoese flag was the cross of St. George, the patron of Genoa, a red cross on a white field. When it became the flag of England, St. George became the patron of England. At some period, which I am unable to give you, the blue flag with the white "saltier," or X cross, became the flag of Scotland, and St. Andrew, who is said to have suffered martyrdom on a cross of that shape, being the patron of Scotland, this cross was called the St. Andrew's | formances on the water have been absurd. cross. In or about the year 1603, James VI. of Scotland, having inherited the realm of England, adopted a composite flag for his newly United Kingdom of Great Britain and Ireland. This composite flag consisted of the St. George's ross, with a narrow white border, added to the blue flag of Scotland with its white St. Andrew's The French sailors, when this new Brit-

cross, with a narrow white border, added to the blue flag of Scotland with its white St. Andrew's cross. The French sallors, when this new British flag appeared in the Channel, named or nicknamed it the "Union Jacques," which means "James' Union," just as "Système Pasteur's means "Pasteur's systèm."

This flag continued to be the flag of Great British and Ireland until soon after they car 1801, when it was urged, on behalf of Ireland, that she should be represented in the composition of the national flag. Accordingly, the red saltier of Ireland, commonly called the cross of St. Patrick, was laid upon the St. Andrew's cross, leaving nothing of the latter visible but a narrow white margin.

Now as to ensigns. In former days the fleets of the British Navy were usually divided for tactical purposes into three squadrons—the "red squadron," the "white squadron," and the "blue squadron," the "white squadron," and the "blue squadron," the "white squadron," and the "blue squadron," the white squadron were distinguished by the white conign, which is the original English, or Genoese, flag, with the Union Jack in the upper quarter next to the halyard. The red and the blue squadrons were distinguished by red and blue flags respectively, each with the Union Jack occupying the upper halyard quarter. When the tractical need of three squadrous ceased all the shies of the Royal Navy flew the white ensign. The privilege of the white squadron, Yachts not belonging to the R. Y. S. and coasignard ships fly the blue ensign. The red ensign, which "Jack" and the cover designer of the Pall Mall Magazine appear to take for the British flag, is the ensign of the British mercantile marine.

May I trespass further on your space to comment briefly on bits of Jack's bewilderment of misinformations I "Many countries," hasays, "have several styles. It he case of the United States. "The Pall Mall ought to know which is the more significant and correct for general use." Perhaps it ought, but it does not. "We have a "Union Jack," too. like England

# More Names for War-hips.

To THE EDITOR OF THE SUS-Sir: In the main, agree with your correspondent "B.," who writes from Philadelphia in your issue of the 20th ult. on the subject of names for our new warships. In addition to the name of "Warrington," I might

suggest two others: That of Commander Duncan Ingraham, who behaved with such gallantry and ingranam, who beneves with such galanty and in-trepldity in the Koetia affair at Smyria in 1858, and also that of Capt. Dav.d. McCongal, whose wonderful engagement in 1868 while in command of the United States steamer. Wyoming certainly stands out as one of the most gallant fishts in our whole navai history. Single handed, and with but six guns at his command, fachougal allemed and desirryed three Japanese alips and shove batteries, whose combined strength was furry-six guns.

was furty-siz guing.
Surely such exploits ought not to pass "unhonored and unsure." And it is so be hoped that the Navy Department will yet make amenda for its oversight.
Wassineron, D. C., Fully 1, 1986. B. M. Allan.

TRE LESSON OF 1844. Consequences of Attempting to Obstruct the

Course of Manifest Beeting. TO THE EDITOR OF THE SUN-SIP! You have recently given a part of the history of the annexation of Texas. Will you allow one who can say with Cesar, "all of which I saw," &c., to add a little more to the said history !

The opposition to the admission of Texas was nors on account of the "slavery question," which then, beginning to influence politica, lominated them sixteen years later. Men like Horace Greeley opposed the admission of Texas into the Union because it would upset the eaullibrium of the United States Senate.

Accordingly, in 1844, before the national nominating conventions were held, letters were written to Van Buren and Clay, asking them to give their opinions about the annexation of

Both of these celebrated men, knowing the influence and power of New England in the nominating conventions, wrote letters deprecating or opposing the admission of Texas into the Union.

Van Buren's leiter cost him the nomination, Clay's cost him his election. Polk became President. California, Nevada, Arizona, Utah, Colorado, New Mexico became integral parts of the American Union, besides Texas.

Well, let Presidential candidates learn the lesson of 1844. W. J. Bryan has dug his Presidential grave deep. It was in those days that the well-known phrase "manifest destiny" was first promulgated. Translated into more religious language it is Providence. OSPREY, Fla., June 28. JOHN G. WEBB.

## Negro Treops to War.

TO THE EDITOR OF THE SUN-Sir: The patriotic eagerness of the Afre-American to shoulder a musket and march side by side with his white brother in defence of his country serves to recall a work which appeared some years ago entitled "A History of the Negro Troops in the War of the Rebellion," a book remarkable for its insight and the stately movement of its prose. It is the work of a man, him-Afro-Americans in literature, George W. Williams, the first colored representative to the Legislature of Ohio. He was an officer of the Sixth Regiment of Massachusetts Volunteers. participating in some of the severest conflicts of he war. In 1891 he died, alone and friendless, In his hotel in England.

As an instance of that rhythmical and ma jestic English of which this negro soldier and philosopher was master, I quote the following:

"The eastern world had fought its way to the front line of martial fame. Its colossed civilization had risen gradually through centuries of painful effort. It had reached the danger line; and the offulgent morning of its primal glory was succeeded by the gloaming of its barbarous and costly wars, and yet later by the starless night of its irreparable decay. Christianity turned her radiant face to the west, and all behind was slience, darkness and death. For more than sixteen hundred years the negro's hands were empty of his weapons. Western and northwestern Europs were the scene of the struggle for Christian civilization. The negro was not needed in such a struggle in such a climate. During all these centuries no facile pen traces the history of the negro nations in the East. They were left entirely to themselves for sixteen conturies. The problems propounded by Christianity—discovery entire. Letters and jestic English of which this negro soldier and climate. During an pen traces the history of the negro pen traces the history of the negro the Esst. They were loft entirely to themselves for sixteen centuries. The problems propounded by Christianity—discovery, empire, letters, and liberty—could well dispense with the remorseless military audacity of the negro."

JOSEPH DANA MILLER.

## Time for a New Departure.

TO THE EDITOR OF THE SUN-Sir: Notwithstanding everything that has happened up to date, I think we still do not realize fully the fact that we are the greatest nation on earth; that we are not only the biggest and the heaviest and the strongest man, but that this giant has besides the spirit and the indomitable courage of youth, and that there is no adversary that he could not overcome. But we are now in a fair way to realize all these things, and I hope that when we do we shall not incline toward sloshing around and testing our strength, but be satis-fled with the possession of it, and with the ex-

fled with the possession of it, and with the exercise of it whon occasion requires.

But it is clear that we have now outgrown our period of seclusion. We can no longer stay shut up between the shores of the two oceans. We are reaching out now most vigorously and successfully in all directions for trade, we are finding customers and selling goods all over the world, and we are now acquiring territory outside of our own land, which I trust we shall hold.

We can stay in the house no longer; but we must go out with the nations of the earth and bear our part with such discretion as we can command.

AMERICAN.

#### Reviving the "Boston" Charge Against the Harvard Crew. TO THE EDITOR OF THE SUN-SIT: ADPODOS OF HAT-

gentleman at the race who for nine consecutive years has had some relative in the Harvard boat. The good gentleman must begin to doubt the rowing ability of his family, for during that time Harvard has been victorious only once, and some of her per-A great many Harvard men who are tired of seeing

the efforts of Harvard crews characterized in the newspapers as "pittful" or "gallant, but fruitless," acknowledge more or less frankly that the main lly to be represented in the crew for nine consecutive years. To put it piainly, Harvard crews are not representative. The mere fact that three-fourths of a Harvard crew always comes from Boston suggests this, Among the candidates for the crew there are always some who are pretty sure beforehand to get a place in the boat. Their fathers, very likely, pulled an oar for Harvard, and the coach, perhaps, rowed with their hig brothers. On these men the coach has

his eye; and the mere fact that among eighty men performing the same exercises there are some in

performing the same exercises there are some in performing the same exercises there are some in whom he has a special interest predisposes him to judge their work favorably. Each year, when the secun of the rowing material has been boiled away, it is disclosed to the astonished college that the only simon-pure syrup in Harvard rowing circles is Moston blue blood.

The majority of men at Harvard are not Boston men, and the great majority are not rich, set how many men of moderate means from the Western or Central States do you find on a Harvard crew? It is tidle to say that poor men cannot afford to row. Poor men play on Harvard hall nines, and poor men row at Cornell and at Vale. The strong bodied boy at Harvard who has nothing but his skill and miscale to recommend him finds that it is sometimes unpleasant work rowing on a Harvard crew. His companions are good fellows, but they are sometimes unpleasant work rowing on a Harvard crew. His companions are good fellows, but they are sometimes openly regretful that "Bob" or "Charley." with whom he is successfully competing, should have to be superated from their old playoustes. Perhaps the coach's criticisms acound sharpest, as they float over the water, who directed against him. At any rate such a man frequently gives up, offer from sheer disgust of working hard for a just reward gradgingly given.

It is till to say that a Harvard boat contains the best carrier in the university, unless you think that Boston society men have a monopoly of the brawn and shill. Harvard our may be to be made, for the majority of the undergraduates barely know the members of the

until Harvard men are roused to the fact that if the wish to win boat races they must have represent tive crews.

#### Waltham Temperance Women Compliment Gen. Grabam.

Gen. Graham, Camp Alger, Falls Church, Va. Dran Siz: The following item appeared in the Roston Herald, June 21, 1898, in connection with movements chronicled by a correspondent at Camp

"Eight arrests for the filegal sale of liquor have been made in the last twenty-four hours, and the offenders have all been turned over to the civil authorities. A stringent order has been issued by Gen Graham prohibiting all alcoholic neverages in camp."

The Women's Christian Temperance Union of Waltham, in a special meeting held June 29, 1808, voted to make an appropriate recognition of this order of Gen. Graham and of his endeavor to enforce temperance principles in the United States Army.

The meeting resolved that honor is due Gen. Graham for the stand he has taken at Camp Algorito promote the cause of temperance. The strength of character he has displayed in braving the scorn likely to rise under such circumstances is worthy of the emulation of an officers in the United States service.

Recognizing that more pernicious evils may result from the use of stimulants than from shot and shell we cannot too bighly commend Gen. Oraham's atti

May the eternal Father give strength and success to this noble man, who has enlisted in two worthy conflicts for humanity, namely, the abolition of the liquor traffic and the freedom of Cubs.

Mrs. Locy E. L. Lewis, President, Mrs. K. Larson Bnown, Press Superintendent, For Waltham W. C. T. U.

WALTHAM, MESS., June 80.

# BRAVE CAPT. GRIDLEY.

## Talked Interestingly to a Newspaper Man Just Before Me Bled.

From the San Francisco Chronicia NAGARAKI, June 4.—High on the list of heroes of the battle of Manila should be written the name of Cant, Charles V. Gridley, the veteran commander of the flagship Olympia. He went into the fight a dangerously sick man and left it a physical wreck. Four months before the fight Gridley was attacked with the affection of the liver so common in the Orient and grew as

seriously ill that on the eve of the Manila battle the bed and not the bridge was his place. But he was not the man to heed the official medical "condemnation" passed upon him and insisted upon remaining on the ship. He suffered intensely from the heat and when it was all ever he completely collapsed. Admiral Dewey ordered him home and provided the transport Zaphira for his removal to Hong Kong. There he was transferred on a stretcher to the Occidental and Oriental steamship Coptic, bound for San Francisco. He was very ill between Shanghai and Nagasaki and for a time Dr. Maloney, the ship's surgeon, who re-

mained at his side almost constantly, despaired of his life. He rallied, however, and when seen this afternoon by your correspondent was someburns the fire of fever, his face is drawn and his hands bony. "I feel sorry," Capt. Gridley said, "for those boys they are sending out to Manile. They are In more danger from the scourges of the country than from Spanish bullets. The heat is simply damnable and they are sure to sicken, The fleet has been singularly free from it, but I

The fleet has been singularly free from it, but I fear it will come. I have no desire to critical any plan of the Government or to stand against the wishes of the people, but I see nothing in those islands for us but a coaling station. Not one in ten of our best men could survive there. However, I suppose we must have troops there for a time, but the sum and not the Spaniard is their enemy. I do not believe Manila will be bombarded unless the Spaniah fire on us. The Admiral told Augustin that if a single shos came from the city batteries the city would be reduced. I believe we could take the place in two hours. two hours. "The city is absolutely blockaded from the

two hours.

"The city is absolutely blockaded from the sea, and shut in from the rear. The insurgents are attending to that. They got 2,000 stand of arms themselves recently. Admiral Dewey gave them 500, and they also got part of the munitions of war taken at Cavité. They have a sort of headquarters there now. There have been few happenings since the defeat of the Spaniards. As I say, the city is blockaded quite completely. Beef has gone to \$1,50 per pound, and other staples are equally high. Then the Haltimore and the captured revenue steamer Callso were sent to Hollo to try and rescue the captured American ship Saranac and attend to the gunboat El Cano. The latter was one of the small warships not at Manila. There are some fourteen small ones left. They are scattered about the islands and include the Cebu, which is dismantled above the bridge near Mauila.

"The captured transport Manila will probably be sent to San Francisco. She is a fine 1,100-ton ship, and her cargo will be made up of what we captured. Additional ammunition, new cannon, some of them better than any we have, hundreds of new Mauser rilees, and all kinds of stupiles, had just reached Manila before we got there, and they all fell into our hands with the arsenal. I got six new tonedoes and other supplies for the Olympia, and large ouantities of stuff that was uscless was destroyed by the fleet. We have, however, devoted most of our time to the blockade, and not a single vessel got in.

"As to the engagement, there is but little te say. We went over to Manila and were not expected. I guess it was a case of maniana with our enemics. They did not expect on.

voted most of our time to the blockade, and nos a single vessel got in.

"As to the engagement, there is but little te say. We went over to Manila and were not expected. I guess it was a case of 'mañana' with our enemies. They did not expect us. We had a hard time keeping the Olympia down to the slow speed required to carry out our calculations for arriving. I had no thought of mines or torpedees and we were in the van. We wan, up close to Manila, and when we found the fleet was not there circled around to Cavité, where we knew it would be. We engaged the Spaniards at once. I was with Farragut at Molile Ray, and I did not expect to see anything of the kind agrin. Strange, but it was the thirty-fourth anniversary of Mobile. We went right in to finish them and made every shot count. "I guess we gave the Reina Cristina her quietus. She came toward us, as we thought, to engage us, but, as we learned afterward, her steaming gear was out of order. The Admiral, myself, and several officers watched her from the bridge. Some one said we must not let her so back. 'She will never go back,' said the Admiral calmiy. His plan was to run her down, but she came about as she went from us and we caught her astern with our 8-inch gun. The projectile went clean through her, and I learned afterward that it killed and wounded seventy nen. She did not get back, I have groat admiration for those 8-inch guns.

"The Admiral handled the fleet to the best advantage and the work before it was done effectually. It would be impossible to single out individual cases of bravery. I could not on my ship and the Admiral could not in the fleet. I am proud to say that every man did his duty. They were all at their posts and answered to every call of duty. We were hit thirteen times, but were not injured, and fired forty-three times from 8-inch and 278 from 6-inch. When it was over we completed the details of taking possession of Cavité and the captured property and establishing the blockade. We heard reports that a second Spanish fleet, stronger th

with a sudden attack and go reached and some precious lives, but it was our only chance. But the fleet came not, and I guess it never will, I think I am in for it personally, but I could not leave the ship before the battle. Several of our fellows, including Capt, Wildes of the Bonton, had completed their time, but they stayed and fought it out, I can see but one result to this war. We are the superior of the Latin and Roughon and must conquer."

## Bourbon and must conquer. SCARED TO DEATH BY LIGHTNING. The Fatal Terror of a Negro Man in a Missouri

From the Kansas City Times. MONEGAW SPRINGS, Mo., June 27 .- John Rodd, a negro of unusual size and B5 years old. was Saturday night frightened to death during the progress of the most violent electrical, wind, and rain storm ever known in the central por-

He resided with his wife and two children in a log but built in a heavily wooded section. During a temporary bull in the electrical bombardment Rodd erose and dressed preparatory to

ing a temporary bull in the electrical bombardment Rodd srose and dressed preparatory to taking his family to a more secure place among the near-by rocks. He was already baily frightened, and when, as he reached the door, an unusually severe thunderclap, accompanied by a blinding flash of lightning, broke directly over the little cabin, Rodd stood transfixed a monent, then, his eyes rolling wildly, he fell to the floor, crouching there in the shadows.

He attempted to say a prayer, but the works failed him. He could only moan and class; as the rough floor with his naile, this being proven by the lacerated condition of his nails and fingers. In his agony of fright he also bit entirely through his under lip. A senceeding flory streak of lightning which struck and splintered a heighburing oak completed the shock to the nervous system and superstitious nature of the nervous system and superstitious nature of the nervous system and superstitious nature of the head, much as though the viction had died from strangulation, the spoer teeth were smoleded in the lower lip, the lines in the face were drawn, and the cords in the neck were swellen to twice their normal size. The feet and limbs were drawn closely to the body and the hands and flagers were covered with blood and filled with splinters caused by his frantic clutching at the rough hoards forming the cabin floor.

But for the timely arrived of neighbors Sunday morning its the general opinion that Mrs. Rodd, wife of the deceased, would have met the same fate as her husband. She was found crouching in a dark corner of the cabin, her fare to the wall and suffering from successive attacks of severe nervous spanus. The two children, both infants, were assess on the rude couch which had served as the family bed.

#### Jersey City's First Colored School Teacher. Miss Daley Fearing of S Randolph avenue,

lersey City, is to have the distinction of being the first colored public school teacher in that city. She was appointed at the last meeting of Board of Education, and will take charge of a Hoard of Education, and will take charge of a class in School No. 19 at the opening of the term in September. Miss Fearing graduated from the High School in 1895 with high homors, and afterward took the training course, in which are also distinguished herself. She has served as a substitute ischer in several of the public schools. It is undergrood that Robert Davis, the Deumorr ticleader, indured Miss Fearing's application for appointment.

# Bully-Prudhomme on War.

From the Revue des Deux Mondes. "If I knew that by force of argument I could lead conscript from Brittany away from that innocent faith wolch enables him to face death for the safety and the honor of his country, I would humbly hold my tongue, convinced that in undeceiving him I would betray my country. I would prefer to betray philosophy, slthough for me it is the only guarantee of transcendent truths, because philosophy, the stingy purveyor of the highest curiosity, is at bottom

only an auxious calculation of propabilities."